

## **Downtown Parking Advisory Committee**

Tuesday, August 20, 2019 @ 9:00 AM

Bangor City Council Chambers

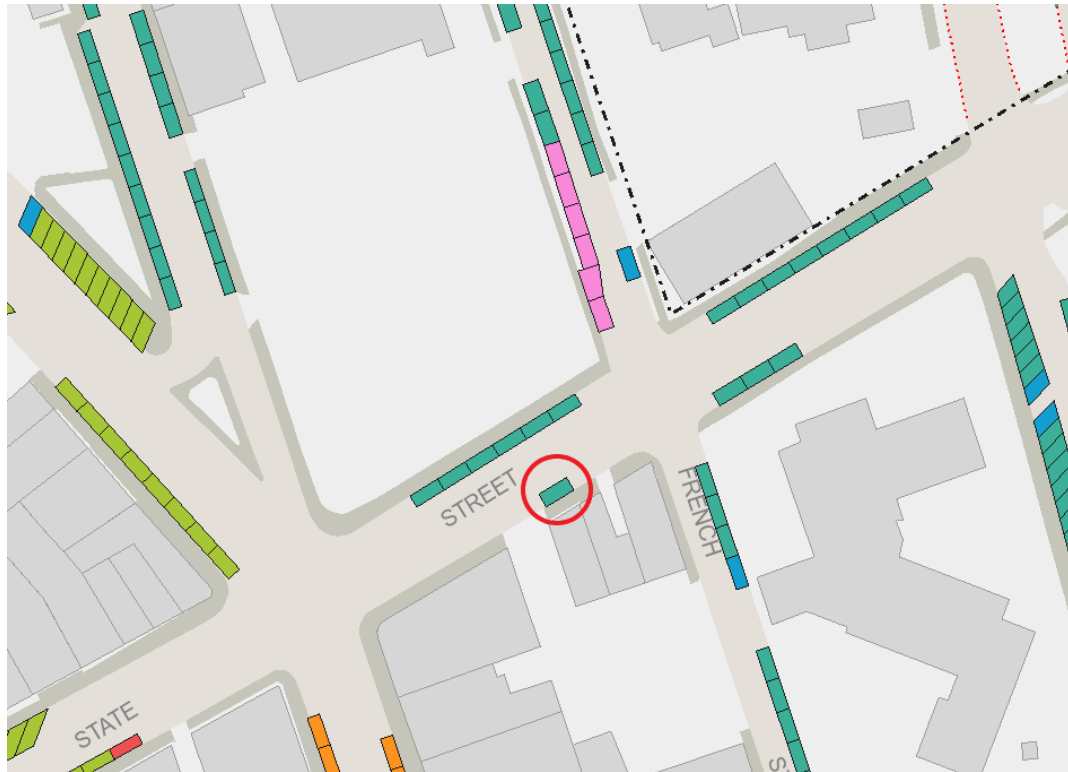
### **AGENDA**

1. Welcome & Introductions
2. Request to Change a Timed Spot on State St
3. Loading Zone on Exchange St.
4. Discussion of Designating Moped/Motorcycle Parking Spaces
5. On Street Permit Policy
6. Using a Boot to Enforce Scofflaws
7. Timed Spaces on Court St
8. Other Business

## 2. Request to Change a timed spot on State St

The owners at 55 State St have requested that the space in front of O. Frati Pawn Shop (identified by the red circle below) be designated as thirty-minute parking. The space had previously been a thirty-minute spot and was changed to a two-hour spot when the City moved to a digital parking map. Currently that space is identified as a two-hour parking spot.

As the rest of that block is currently two-hour parking, staff recommends no change to keep things consistent on the block and to ensure the parking enforcement vehicle can operate as efficiently as possible.

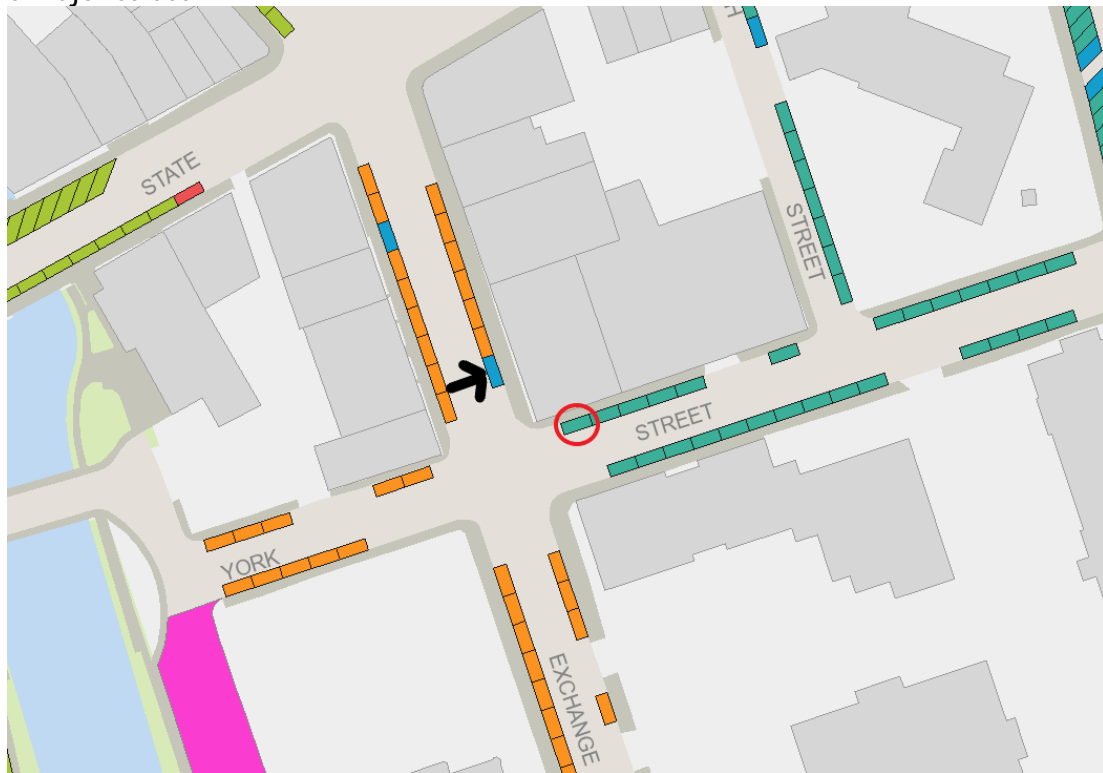


## 3. Loading Zone on Exchange St.

The building owner and patrons of the Nichols Block are requesting a loading zone in front of 187 Exchange St. Currently this space is a handicap space (identified by the black arrow below).

Staff typically does not endorse placing new loading zones on major streets and feels that removing two spaces from the newly revitalized Exchange St area to add a loading zone would not be the most efficient use of that space.

Staff would recommend placing the loading zone around the corner on York St (identified by the red circle below). This location is close to the requested area and off the major street.



#### **4. Discussion of Designating Moped/Motorcycle Parking Spaces**

There has been interest in opening a discussion regarding designating parking spots for motorcycles and/or mopeds.

#### **5. On Street Permit Policy**

Currently we have the authority to designate on street spaces as permit spaces. We do not have a policy to guide these decisions. A draft copy of that policy is pasted below. Staff welcomes any suggestions or feedback from the committee.

##### *DRAFT Policy Guidelines for Designation of On-Street Permit Parking Spaces*

#### **1.0 PURPOSE**

*The purpose of this policy is to:*

- 1.1** *Set forth standards to be used in determining when on-street permit parking spaces are appropriate;*

- 1.2 *Outline a procedure to be followed in evaluating requests for on-street permit parking spaces; and*
- 1.3 *Provide citizens with an opportunity to participate in discussing proposals for on-street permit parking spaces.*

## 2.0 **POLICY**

*It is the policy of the City of Bangor to:*

- 2.1 *Provide, to the best of its ability, fair and adequate parking for all who live, work and visit the City;*
- 2.2 *Promote safe conditions for motorists and pedestrians; and*
- 2.3 *Allow for on-street permit parking spaces in certain areas that meet criteria as outlined in this policy, acknowledging that such spaces are appropriate in some but not all areas of the City.*

## 3.0 **PROCEDURE**

*In considering a request for the designation of an on-street permit parking space, the following procedure shall be followed:*

- 3.1 *A written request, including the name and contact information of the requesting party and a clear depiction of the parking spaces or area to be considered, shall be submitted to the Community & Economic Development Division (C&ED).*
- 3.2 *C&ED staff shall prepare a memorandum evaluating the request, including how the criteria outlined in Section 3 of this document apply.*
- 3.3 *The request shall be placed on the agenda of a Downtown Parking Advisory Committee (DPAC) meeting.*
- 3.4 *The DPAC shall make a recommendation as to whether to grant or deny the request.*
  - 3.4.1 *If the recommendation is to grant the request, the request shall be placed on a Business and Economic Development (B&ED) Committee agenda.*
  - 3.4.2 *If the recommendation is to deny the request, staff shall consult with the Chair of the B&ED Committee about whether the request should be placed on a B&ED Committee agenda.*
  - 3.4.3 *If the request is placed on a B&ED Committee agenda, the DPAC recommendation shall be provided to the B&ED Committee.*
- 3.5 *If the B&ED Committee votes in favor of the request, the request shall be placed on the agenda of a City Council meeting.*
- 3.6 *If a parking space change is passed by the Council, C&ED will:*
  - 3.6.1 *Coordinate with the Engineering Department and the City Clerk to make the change on the City of Bangor Parking Map.*
  - 3.6.2 *Work with Public Works Department to install necessary signage.*

### 3.6.3 *Notify Republic Parking of the change.*

## 4.0 **CRITERIA**

*The following criteria shall be considered in determining whether a request for one or more on-street public parking spaces should be established.*

- 4.1 *Whether the spaces are in areas are in high demand for parking.*
- 4.2 *Whether the parking spaces are in the downtown core.*
- 4.3 *Whether there is a demonstrated need for the permit parking.*
- 4.4 *How much interest there is from others for the parking spaces.*
- 4.5 *The distance from the spaces to other establishments that may use the identified spots.*
- 4.6 *Preference is given to public or non-profit use.*

## 5.0 **MISCELLANEOUS**

*Nothing in this policy shall be interpreted as limiting the authority of the City Council to independently direct staff to designate on-street permit parking spaces on its own authority and outside of the procedures set forth in this policy.*

## 6. **Discussion of Using a Boot to Enforce Scofflaws**

Republic is interested in moving the City's scofflaw enforcement towards booting as opposed to towing. They feel it is a softer approach in which folks would not have the initial shock and anger of going out and realizing their car is gone. If a citizen finds themselves with one of these self-releasing boots on their car they would have to call a 24/7 customer support center, pay all necessary fees and when paid in full the operator would give them a code to unlock the boot. The offender would then have to return the boot to a specific location in a specified amount of time in order to avoid a larger charge for the cost of the boot.

There is no up-front cost for the City; Republic would see revenue through one of several options such as a per boot use fee (\$75 is the recommendation) that would be tacked on to the bill or a percentage of revenue that is collected from each car that is booted, or some combination of the two.

## 7. **Timed Spaces on Court St**

This item is a continuation of the discussion from the last meeting. WBRC has requested to eliminate the timed spaces on lower Court St. Prior to the implementation of the LPR enforcement system, the parking spaces on Court St. were not monitored consistently and therefore folks essentially parked there all day with no hassle. Since the incorporation of the LPR system there has been a noticeable uptick in enforcement at this location, which has forced individuals to park up in the neighborhood on Court St. This has caused the lower spaces on

Court St to receive minimal use. WBRC has requested the elimination of the time limit for the spaces on Court St.

While it is not the intention of the LPR enforcement system to prevent people from using spaces, staff feels that eliminating timed spaces because folks simply do not want to pay for parking is not a best practice (for example, there are permit spaces available in the Pickering Square Garage and the Abbot Lot that could be utilized). The spaces on Court St. are now being enforced as the Bangor City Council intended. Additionally, when the vacant location at 127 Hammond St begins to be used again we suspect there might be an increased demand for these spaces.